

M. A. VAN BALGOOY

313 Twinbrook Parkway • Rockville, MD 20851
(301) 251-6371 • mvanbalgooy@verizon.net

June 22, 2008

Mayor and Council
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Exhibit No. 1
Zoning Ordinance Rewrite
Public Hearing
Dates: 6/16 & 6/30/08

Dear Mayor and Council:

I am requesting a revision to *Attachment 1: Landscaping, Screening, and Lighting Manual* that is part of the Rockville Zoning Code revision, as follows:

1. I urge you to support the **landscaping requirements for parking lots** at proposed 5 percent at a minimum (page 6), however, I encourage you to **consider 10 percent** as adopted by Montgomery County (59-C-4.338).
2. In addition to showing trash cans for public use, require the landscape plan to show the **location of all trash dumpsters** in commercial zones (page 3). Presently trash dumpsters are not considered as part of the city review process with the result that dumpsters are placed haphazardly and unattractively. The number of dumpsters at shopping centers is especially problematic because each business typically has its own dumpster. For example, the small Burgundy Shopping Center (First Avenue and Baltimore Road) has 13 dumpsters (3 for grease) and the medium-sized Twinbrook Shopping Center (Viers Mill Road) has 35 dumpsters (7 for grease). Certainly, all trash dumpsters should be placed outside of the "front yard setback" but city review should also consider how they are placed to avoid traffic conflicts and adverse impacts on adjacent properties.
3. Please require all commercial properties to **enclose all trash dumpsters** in an appropriate manner to shield their unsightly appearance from the public right of way, reduce the amount of trash blown out by the wind, and reduce odors—particularly if they are adjacent to residential neighborhoods.
4. Please require all commercial properties to be **brought into compliance within a reasonable period or when remodeling occurs**, whichever comes first, such as the year 2020, or if remodeling is valued at \$100,000 or more occurs or affects more than 25 percent of the property. The proposed Zoning Code allows non-conforming use to continue without any limit (page 7)—we should NOT allow parking lots to remain unlandscaped and allow dumpsters to remain scattered in parking lots indefinitely.

Attached please find some examples of existing conditions in Rockville.

Cordially,

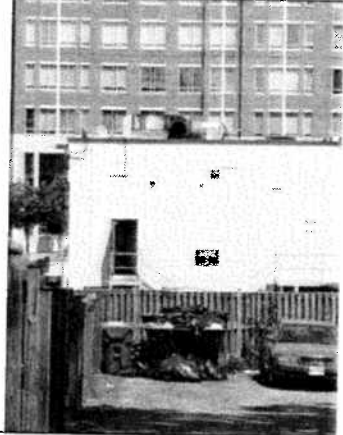


Max A. van Balgooy

M. A. VAN BALGOOY



313 Twinbrook Parkway ♦ Rockville, MD 20851

(301) 251-6371 ♦ mvanbalgooy@verizon.net

Dumpsters in Rockville

		
An overflowing dumpster at a downtown office as seen from the sidewalk. If this dumpster were enclosed, the neighbors don't have to see this mess.	Dumpster placed near the entrance of the parking lot of this office. This dumpster should be enclosed or moved further back so it's not the first thing you see.	A couple of the dozens of dumpsters found at a typical neighborhood shopping center. Unfortunately, a chain link fence isn't sufficient to protect neighboring residents from the sight or smell. Enclosing them would be a major improvement.

Deserts of Black Asphalt in Rockville

	This downtown office parking lot has <i>no</i> landscaping (the shade is from trees on adjacent properties). When this situation is multiplied by other similar parking lots, it becomes a vast desert of black asphalt with a rare small island of green.
	Another spot in downtown Rockville where the parking lot is paved edge to edge in asphalt, from the property line to the historic buildings. Is this much paving really necessary? Does it make Rockville a better place to work, live, or even park?



Brenda Bean/RKV
06/24/2008 10:05 AM

To mvanbalgooy@verizon.net
cc mayorcouncil, susan swirft, Jim Wasilak/RKV, Deane Mellander/RKV,
bcc
Subject Zoning Revision: Landscaping and Trash Dumpsters

Dear Mr. VanBalgooy ~

On behalf of the Mayor and Council, thank you very much for your e-mail concerning proposed changes to the Rockville Zoning Ordinance. Your comments will be placed in the file and considered part of the official record in this matter.

The Mayor and Council, and the appropriate staff who have seen your comments, appreciate the feedback. Having such an informed and involved citizenry is one of the great hallmarks of our City.

Brenda F. Bean
Deputy City Clerk
111 Maryland Avenue
Rockville, Maryland 20850
email: bbean@rockvillemd.gov
phone: (240) 314-8280
fax: (240) 314-8929

----- Forwarded by Brenda Bean/RKV on 06/24/2008 10:01 AM -----



Jim Wasilak/RKV
06/23/2008 09:48 AM

To Brenda Bean/RKV@RKV
cc Deane Mellander/RKV@RKV
Subject Fw: Zoning Revision: Landscaping and Trash Dumpsters

Brenda: Please include this in the public record for the Zoning Ordinance TXT2007-00219.
Thanks, Jim

R. James Wasilak, AICP
Chief of Planning
Department of Community Planning and Development Services
City of Rockville, Maryland
240-314-8211 (direct)
240-314-8210 (fax)
240-314-8200 (CPDS main)
www.rockvillemd.gov

----- Forwarded by Jim Wasilak/RKV on 06/23/2008 09:44 AM -----



"M. A. van Balgooy" t>
06/22/2008 06:53 PM

To <mayorcouncil@rockvillemd.gov>



cc <zoning@rockvillemd.gov>

Subject Zoning Revision: Landscaping and Trash Dumpsters

Please find attached my comments related to parking lot landscaping and trash dumpsters for the public record on the Final Draft Zoning Ordinance.

Max A. van Balgooy
mvanbalgooy@verizon.net



LT Council Zoning trash landscaping.pdf



Brenda Bean/RKV
06/24/2008 10:51 AM

To rredler@washproperty.com
cc mayorcouncil, Susan Swift/RKV, Jim Wasilak/RKV,
Deane Mellander/RKV,
bcc
Subject Zoning Ordinance

Dear Mr. Redler ~

On behalf of the Mayor and Council, thank you very much for your e-mail concerning proposed changes to the Rockville Zoning Ordinance. Your comments will be placed in the file and considered part of the official record in this matter.

The Mayor and Council, and the appropriate staff who have seen your comments, appreciate the feedback. Having such an informed and involved citizenry is one of the great hallmarks of our city. Thanks again.

Brenda F. Bean
Deputy City Clerk
111 Maryland Avenue
Rockville, Maryland 20850
email: bbean@rockvillemd.gov
phone: (240) 314-8280
fax: (240) 314-8929

Exhibit # ^
Subje Exhibit No. 2
Publi Zoning Ordinance Rewrite
Public Hearing
Dates: 6/16 & 6/30/08

----- Forwarded by Deane Mellander/RKV on 06/24/2008 10:45 AM -----



"Rich Redler"
<rredler@washproperty.com>
m>
06/23/2008 04:07 PM

To <dmellander@rockvillemd.gov>
cc
Subject FW: Final Draft - Zoning Ordinance May 21, 2008

Scanned copy of Ordinance page attached.

From: Rich Redler
Sent: Monday, June 23, 2008 3:59 PM
To: Deane Mellander (dmellander@rockvillemd.gov)
Subject: Final Draft - Zoning Ordinance May 21, 2008

Deane,

Here's a small comment on the latest version that could cause us problems in the future.

Please see Section 25.18.14 – Signs Permitted in Other Mixed-Use Zones
Page 30, (c) (iv)

It requires a landscaped area of native plants at the base of a freestanding signs; 2 sf of native plants per sf of sign face.

I think this requirement is a mistake. Frequently seasonal color (flowering annuals and perennials) is

provided at the base of freestanding signs as part of an attractive landscape program. Native plants typically do not provide the showy colorful impact that cultivated ornamentals do.

I suggest that the "native plants" addition to the latest version be deleted.

Sincerely,

Richard A. Redler

Richard A Redler
Washington Property Company
4719 Hampden Lane
Suite 300
Bethesda, MD 20814

240-482-8108 Direct
240-482-8110 Main Desk
240-497-0356 FAX
703-980-7532 Cell
rredler@washproperty.com



20080623153654732.pdf

- (c) Freestanding signs are permitted in the MXE Zone in accordance with the following:
- (i) Freestanding signs must be counted as a portion of the total aggregate sign area of the lot;
 - (ii) One (1) freestanding sign for each record lot not exceeding 100 square feet in area and not exceeding 20 feet in height is allowed. Such sign must be located not less than 50 feet from any lot line;
 - (iii) In addition, record lots which abut a limited access highway may have ~~shall be permitted~~ one (1) additional freestanding sign not exceeding 50 square feet in area and not exceeding five feet (5') in height to be located at the principal point of ingress to such lot and not less than ten feet (10') from any lot line;
 - (iv) A landscaped area of native plants must be provided at the base of the freestanding sign. The landscaped area must be a minimum area of two (2) square feet for each square foot of sign area; and
 - (v) Letters and graphics on such signs must not exceed six inches (6") in height.

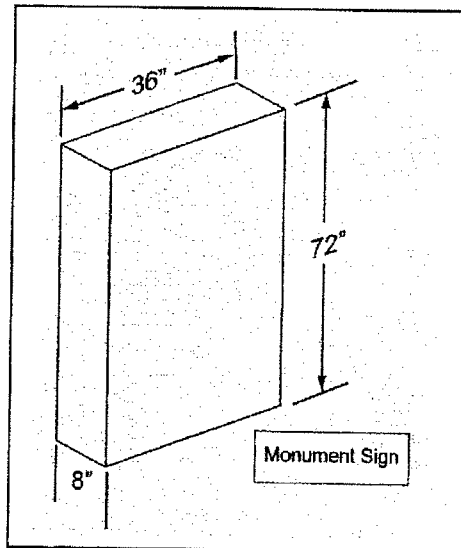


Figure 18.14 - Freestanding Signs

3. *Directional Signs* – Directional signs are permitted in accordance with the following:



LAW OFFICES
MILLER, MILLER & CANBY

CHARTERED

PATRICK C. McKEEVER (DC)
JAMES L. THOMPSON (DC)
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MICHAEL G. CAMPBELL (DC,VA)
SOO LEE-CHO (CA)
AMY C.H. GRASSO
CHRISTINE E. BUCKLEY

** All attorneys admitted in Maryland and where indicated*

JSKLINE@MMCANBY.COM

June 27, 2008

Mayor and Council
Rockville City Hall
111 Maryland Avenue
Rockville, MD 20850

RE: Planning Commission Recommended Final Draft Zoning Ordinance;
1586-1610 Rockville Pike;
Lot N210, Block A of "The Pike" Subdivision

Dear Mayor Hoffman and Members of the Council:

This office represents Mr. Leo Rocca, the owner of 6.75 acres of property located at 1586-1610 Rockville Pike, also known as Lot N210 of Block A of "The Pike" subdivision.

We are writing to enter into the public hearing record Mr. Rocca's support for the Planning Commission's recommendation (in its May 21, 2008 Memorandum to the Mayor & Council) to rezone "the properties immediately north of Halpine Road... in the MXTD Zone instead of the MXCD Zone due to their proximity to the Twinbrook Metro Station." (Page 11)

Mr. Rocca's property is one of two parcels included in the area over which the MXTD Zone would be extended as a result of the above recommendation. We agree that the property's proximity to the Twinbrook Metro Station warrants its placement in the MXTD Zone. This zone provides more incentives and more options, to create high quality transit oriented development which is most appropriate for this location. The property is located within 50-75 feet of the Twinbrook Metro Station, which is closer than many of the other properties being recommended for MXTD zoning immediately to the south of Halpine Road.

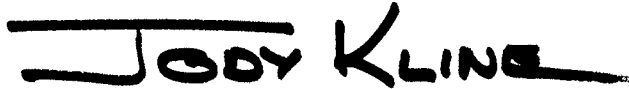
RECEIVED
CITY OF ROCKVILLE
JUN 27 11 3:56

MXTD zoning placed on the Rocca property will satisfy the purpose clause of this zone and will better serve the City's goals of encouraging mixed use development in close proximity to metro stations than would the less transit oriented MXCD Zone.

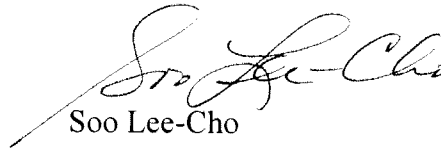
Thank you for your attention to these comments.

Sincerely yours,

MILLER, MILLER & CANBY

A bold, black, handwritten signature that reads "JODY KLINE". The letters are thick and slightly irregular, with a horizontal line above the "J" and "O".

Jody S. Kline

A handwritten signature in black ink that reads "Soo Lee-Cho". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Soo Lee-Cho

cc: Jim Wasilak
Deane Mellander
Leo Rocca

Exhibit No. 3
Zoning Ordinance Rewrite
Public Hearing
Dates: 6/16 & 6/30/08



Brenda Bean/RKV
06/30/2008 09:21 AM

To Marianne Hamlin <marianne@amhamlin.com>
dlevy@rockvillemd.gov, dmellander@rockvillemd.gov,
cc jwasilak@rockvillemd.gov,
mayorcouncil@rockvillemd.gov,
bcc
Subject Re: Rockville Planning Process

Dear Mr. and Mrs. Hamlin ~

On behalf of the Mayor and Council, thank you very much for your e-mail concerning proposed changes to the Rockville Zoning Ordinance. We especially appreciate your kind words regarding staff. Your comments will be marked as an exhibit and placed into the official record in this matter.

Having an informed citizenry is one of the hallmarks of our community, and the Mayor and Council appreciate the feedback they receive.

Thank you again,

Brenda F. Bean
Deputy City Clerk
111 Maryland Avenue
Rockville, Maryland 20850
email: bbean@rockvillemd.gov
phone: (240) 314-8280
fax: (240) 314-8929
Marianne Hamlin <marianne@amhamlin.com>



Marianne Hamlin
<marianne@amhamlin.com>
m>

06/27/2008 06:14 PM

To mayorcouncil@rockvillemd.gov
cc mbayonet@rockvillemd.gov, dlevy@rockvillemd.gov,
dmellander@rockvillemd.gov, jwasilak@rockvillemd.gov
Subject Rockville Planning Process

To Mayor Hoffman and Council Members:

Attached is our response to the work done on the zoning for Rockville. It certainly is a huge endeavor and we wish the efforts much success. Members of the Planning Dept. were most responsive to our many questions and went out of their way with the whole charrette proceedings to be inclusive of the community. We appreciate the responses of Mayra Bayonet, David Levy, Deane Mellander, and Jim Wasilak.

Sincerely,
Marianne and Arthur Hamlin
443-534-3082

6/24/08

Response to “rockvillemd.gov” web site relative to Planning Group efforts:

The Rockville Dept. of Community Planning and Development Services group’s efforts to provide intelligent development of the Rockville Pike area are to be applauded. The charrettes were most helpful in explaining the process and goals.

More than ever, with the high cost of vehicle fuel and overly congested roads, it is so important to make the best use of areas near public transportation hubs. Housing, office space, and access to goods and services need to be within easy reach of public transportation. Energy efficient bus routes and the Metro linking residential and commercial areas need to be available and encouraged. It is the “green way” to go!

My husband and I appreciate the time spent with us by Mayra Bayonet, David Levy, Deane Mellander, and Jim Wasilak of the various Rockville Planning groups explaining the process relative to property we own near the Twinbrook Metro.

Exhibit No. 4
Zoning Ordinance Rewrite
Public Hearing
Dates: 6/16 & 6/30/08



Brenda Bean/RKV
06/30/2008 09:36 AM

To "M. A. van Balgooy" <mvanbalgooy@verizon.net>
cc mayorcouncil@rockvillemd.gov, zoning, Susan
Swift/RKV, Deane Mellander/RKV, Jim Wasilak/RKV,
bcc
Subject Re: Zoning Code: comments on pedestrian issues

Dear Mr. van Balgooy ~

Thank you for your comments regarding the ery much for your e-mail concerning proposed changes to the Rockville Zoning Ordinance. Your comments will marked as an exhibit and placed into the official record in this matter.

Thank you again for taking the time to write. Thoughtful comments, such as these, will help the Mayor and Council as they work towards the completion of the zoning ordinance rewrite.

Thank you again,

Brenda F. Bean
Deputy City Clerk
111 Maryland Avenue
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email: bbean@rockvillemd.gov
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fax: (240) 314-8929
"M. A. van Balgooy" <mvanbalgooy@verizon.net>



"M. A. van Balgooy"
<mvanbalgooy@verizon.net>

06/29/2008 09:34 PM

To <mayorcouncil@rockvillemd.gov>
cc <zoning@rockvillemd.gov>
Subject Zoning Code: comments on pedestrian issues

For your consideration, please find attached my comments on the final draft Zoning Code related to pedestrian safety for the public record.

Max A. van Balgooy
mvanbalgooy@verizon.net



LT Council Zoning pedestrians bikes.pdf

M. A. VAN BALGOOY
313 Twinbrook Parkway • Rockville, MD 20851
(301) 251-6371 • mvanbalgooy@verizon.net

June 29, 2008

Mayor and Council
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Dear Mayor and Council:

To improve safety and connectivity for pedestrians and bicycles, I am requesting a revision to Articles 16 and 17 of the final draft Rockville Zoning Code, as follows:

1. Section 25.16.06f offers guidelines for pedestrian walkways in parking facilities, but these provisions should also apply to standard parking lots. All sidewalks should connect to adjacent streets, to each other, and to major building entrances.
2. Section 25.16.03g allows flexible parking standards if a site is located near a Metro station, bus route, or public parking lot; however, I encourage you to include proximity to Class 1 or 2 bicycle routes.
3. In Section 25.17.05, require all project plans show the "path of travel" for pedestrians and bicycles for city review and approval. This simple tactic is often overlooked but will help reduce conflicts with automobile traffic and encourage walking and bicycling in Rockville.
4. Section 25.17.05 requires that sidewalks meet basic guidelines for width, and I encourage you to consider standards that require much wider sidewalks for zones that permit higher density, such as MXTD, MXCD, and RMD. The minimum sidewalk widths should be 8 to 12 feet, but I would require even wider sidewalks to improve safety and comfort for pedestrians. Furthermore, this section is particularly confusing and should be rewritten and avoid referring to documents (e.g., Standards and Details for Construction Manual) that are not available on-line.

Attached please find some examples of existing conditions in Rockville.

Cordially,

Max A. van Balgooy

M. A. VAN BALGOOY

313 Twinbrook Parkway • Rockville, MD 20851
(301) 251-6371 • mvanbalgooy@verizon.net

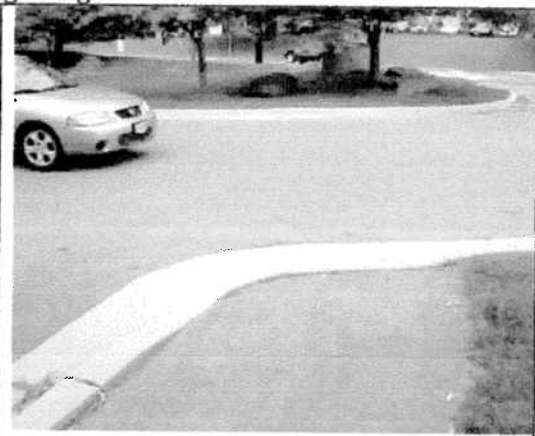
Poor Conditions for Pedestrians in Rockville



The Twinbrook Library is located at one end of the shopping center but not connected to it. There are no crosswalks or sidewalks—pedestrians must walk through parked cars or in driveways—continually creating safety hazards for both drivers and pedestrians. Planning for both cars and pedestrians can alleviate these problems from the beginning.



The Twinbrook Shopping Center has no sidewalks on Viers Mill Road. Pedestrians either have to walk in a trench, in the street, or in the parking lot—all poor choices. Although this shopping center was recently remodeled, the City did not require sidewalks (or even curbs and gutters).



This sidewalk at the Twinbrook Community Center stops at the entrance drive so that pedestrians have to walk in the driveway to reach Twinbrook Parkway. Adding a few more yards of sidewalk would have connected it safely.



The entrance to the new Twinbrook Community Center has no walkways that connect it to the street. Although pedestrians can share the driveway with cars up the hill, they have instead created their own dirt path in the landscape next to the tennis courts because it is safer and easier—except during the rain, when it becomes a slippery and muddy route. A site plan showing the pedestrian path of travel would have clearly shown the absence of safe sidewalks.

Exhibit No. 5
Zoning Ordinance Rewrite
Public Hearing
Dates: 6/16 & 6/30/08



Brenda Bean/RKV
06/30/2008 04:20 PM

To tomdor@aol.com
cc mayorcouncil@rockvillemd.gov, Susan Swift/RKV,
Deane Mellander/RKV, Jim Wasilak/RKV,
bcc
Subject Re: public hearing testimony

Thanks very much Mr. Doerr. I will be sure that this gets into the official record.

Brenda F. Bean
Deputy City Clerk
111 Maryland Avenue
Rockville, Maryland 20850
email: bbean@rockvillemd.gov
phone: (240) 314-8280
fax: (240) 314-8929
tomdor@aol.com



tomdor@aol.com
06/30/2008 04:04 PM

To mayorcouncil@rockvillemd.gov
cc
Subject public hearing testimony

Hello,

I will be representing the Rockville Bicycle Advisory Committee tonight for the public hearing concerning the draft zoning ordinance and wanted to send the text of my presentation early. I appreciate the opportunity to advocate for bicycling in Rockville and hope to gain your support.

Thomas J Doerr
306 Mt Vernon Place



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- * ROZOR provides an opportunity to specify for developers how to develop an infrastructure for biking.

- * To do this, the new zoning code needs to specify an infrastructure that balances the needs of pedestrians, off-road cyclists on-road cyclists and automobiles. Biking needs to be explicit in the new zoning language.

- * Only part of the language that RBAC offered previously was included in the current version and that language has limited coverage.

- * We are again requesting language that will cover all kinds of development in order to add to the zoning regulations what is already specified in the Bike Master Plan.

- * This explicit language is needed for Rockville to guide developers in helping to resolve congestion and safety issues from car traffic by shifting toward multi-modal transportation in the future.

GREETINGS

to the Mayor and Council here tonight, the elected leaders of the City of Rockville. I am Thomas J Doerr, tonight representing the Rockville Bicycle Advisory Committee (RBAC) concerning the proposed draft zoning ordinance. Our specific goals relating to the draft zoning ordinance are to insure the inclusion of the bicycle as a means of transport for the people dwelling and working in Rockville, by the creation of adequate and unique bicycle structures suitable for the use of people of all ages and abilities. I will not be including

arguments for WHY bicycles should be included in the City's mix of multi-modal transportation options. A larger document with many arguments from a variety of sources is being compiled to supply arguments both objective and subjective in support of bicycle use.

The current zoning ordinance for The City of Rockville has little language included concerning bicycle use, access and parking. The city instead relies on the Bicycle Master Plan to facilitate the inclusion of bicycle use. The draft zoning ordinance as proposed is a great improvement upon the existing code concerning bicycle use by including specific language stipulating the creation of bicycle parking facilities and regulating their placement and number dependent on the type and location of use. The RBAC offered for inclusion through the public hearing process before the planning commission additional language stipulating the placement or possible placement of additional bicycle facilities and support structures necessary to allow bicycle access to those parking facilities. Where the Draft set standards for setbacks from roads, the RBAC offered language allowing bike ways to be sited within the setbacks. Where the Draft created land/structure use tables, the RBAC asked that bicycle parking be a permitted use. Where the Draft included language explicitly directing the inclusion of structures used to regulate pedestrian or automobile access, flow or circulation, the RBAC offered similar language concerning bicycles. None of this language was included in the draft zoning ordinance before the Mayor and Council. The only text offered to have been included is a broadly termed requirement at

25.11.10

f. where pedestrian or bicycle access exists or is expected to exist, parking shall

be structured to minimize interactions between pedestrians and bicyclists with automobiles by providing safe access ways for bicycles and pedestrians

Wording that if implemented might result in requirements for bicycle access to be included in future development in the City. Section 11 of the draft zoning ordinance zones for RMD development only. These are small apartment and town home developments. The language included will not therefore have any bearing on the mixed-use or other types of development in the City.

Language stipulating access and mandating some regulation of automobiles and pedestrians is included in the draft zoning ordinance and the RBAC requests that bicycles be recognized as a means of transportation and in need of access and regulation in Rockville through inclusion of language mandating access for bicycles. The current zoning ordinance and its lack of language including bicycle and pedestrian access and facilities has resulted in a city landscape where travel by automobile is favored. Sidewalks are often small and leave pedestrians in untenable and unsafe travel situations. Bicycling in Rockville's main commercial corridors is dangerous. If the city wishes to move to a multi-modal transportation network, then adequate unique facilities for each mode must be established. These facilities can begin to be included through zoning ordinances which require that bicycle facilities and access to them be mandated. Space for future facilities such as bikeways will have to be protected at the beginning of the re-development process.

The RBAC suspects that the lack of language included in the draft zoning ordinance including accessibility to and from re-

development in the City will make it difficult for future residents and workers in the City to choose bicycle transportation.

Additionally the lack of language mandating full facility access to through and from development in Rockville, especially those with residential components, will lead to the inability of the juvenile and elderly populations in these areas to have any chance of using a bicycle as a mode of transportation. Without adequate, safe and unique facilities for bicycles, the choice of a bicycle as a mode of transportation, as a means to access jobs, homes, schools and public facilities will be diminished.

The bicycle will not disappear from the city landscape however, there will be people who despite the hardship and danger, will choose the bicycle as a mode of transportation, much as the individuals who currently choose to walk in the City to access work school and shopping do, also at some risk and hardship. Much of the hardship is the result of a focus on utilizing the automobile as the chief source of personal transportation in the City. Cars and trucks are loud, large, fast moving, sources of danger in the City landscape as perceived by a pedestrian or bicyclist. Many of the routes to shopping, schools and work are well developed to enhance access by car and truck, leaving little space to access these same locations by foot or bicycle. Sidewalks are narrow and sited directly adjacent to roadways. Even our improved pedestrian surfaces such as the Millenium Trail when directly adjacent to a roadway can be perceived as dangerous due to the proximity of the traffic, it's volume and it's speed. The draft zoning ordinance contains some language that will be especially valuable to foot traffic. The bicycle will however remain a traveler of shared road space where a separate dedicated bike way is not created. For many cyclists a lane on a road is preferable for travel and the need for

such shared road access is not to be diminished.

This scenario of shared use with cars is not conducive to bicycling for all prospective riders who live and work in Rockville . There is a very low likelihood of bicycles being safely used by juveniles for travel to school, friends homes and after school activities if there are no adequate safe routes for bicycles to travel. Riders who by choice or necessity ride at a slow pace may be unable to choose to ride on a shared road travel lane due to safety concerns. A mistake on a bicycle in a roadway can be very serious. Routing bicycles onto sidewalks also leads to unsafe conditions. Requiring the inclusion of bicycle access ways in re-development in Rockville will over time allow the residents and visitors to the city an opportunity to choose a bicycle as a preferred means of transport. Such access may allow short trips to be planned with little or no interference with cars and trucks. Bicycle access ways are also to be viewed as links between bicycle parking among homes, work and shopping and the bikeways that are expected to thread the City and the surrounding urban landscapes together in a safe and regulated form.

That future landscape will likely have major developments of businesses and residences where parking facilities are combined into large form factors for hundreds of bicycles. In order to functionally allow the bicycles access to and from these parking facilities, the City must designate routes that allow access to and from the parking facilities and the bikeways that can be used for a bicyclist to travel to various destinations in the city without the need for a car or another form of powered transportation. The time to stipulate the language facilitating such access is now, at the time when the rules for site structure in redeveloping the City are formulated. The choices that are made now at the

outset of re-development will be responsible for the landscape of the city for the next century, just as the rules and guidelines adopted one hundred years ago when cars came into regular use have resulted in the current structure of our urban environment.

A rockville landscape that develops using guidelines that require fully functional, unique, planned facilities and access ways for bicycles will take time. Re-development takes decades. The fruits of requiring development to occur with bicycle use as a requirement of the transportation options will only ripen at the same rate as re-development, but will then be available for further decades of use and allow a large urban population to have an additional choice in travel mode. For a century the paradigm of the car has been foremost. There is no more room for more cars and trucks. The RBAC presents the possibility of a new paradigm. Mixed-use, multi-modal, accessible and sustainable.



Jacquie Kubin
<jmk58@comcast.net>
06/30/2008 04:32 PM

To mayorcouncil@rockvillemc
cc
bcc
Subject ROZOR

Exhibit No. 6
Zoning Ordinance Rewrite
Public Hearing
Dates: 6/16 & 6/30/08

Monday, June 30, 2008
Dear Mayor and Council:

I hoped to be with you this evening, but am not sure that I can make it due to my son's swim team commitments.

That said, I wish to make, once again, a plea that you do not approve ROZOR as written until it includes environmental guidelines and that the concerns of home based businesses, as previously expressed by myself and others, are met.

In regard to Home Based Businesses, let common sense be your guide. A non-impact business does not need to be monitored, taxed, or be fee levied by the city, at a minimum. My opinion on this is well known and already part of the public record.

As to the environmental requirements, ROZOR should include, at a minimum,:

A strong emphasis on using green building practices such as alternative energy designs, green roofs, green walls, particularly in commercial buildings and parking structures;

Builders, particularly commercial should be given incentives to use renewable and/or recyclable materials.;

Building design standards must require a developer to incorporate energy efficient and environmental technology features in every building design;

Commercial design standards should extend to environmental sustainability, possibly adopting LEEDS criteria into ROZOR;

Rozor must provide a clear focus on development in a manner that minimizes impact

on local eco-systems. Rozor needs to include a framework for development that includes the preservation of existing trees, topography and green spaces, instead of leveling everything in the path, in effect "Paving Paradise to put up a parking lot.

It takes years for a tree to grow. It takes hundreds of rainstorms to create a green meadow.

Additionally, Rockville must adopt a stance, through Rozor, to use whenever possible pervious materials to enhance storm water management and stop the sick water that washes from our streets and parking lots, buildings, and sidewalk, from going directly into the

streams and Chesapeake Bay.

I would like to see the city include a fee to commercial development to assist in further education of homeowners, and to help subsidize homeowners that wish to make green building decisions or adaptations to their present home, including solar power, water management and neighborhood composting stations.

Developers are not going to embrace more costly building measures for the sake of being green. It is important that you, as our community leaders, ensure that we, the citizens of Rockville, our children, and grandchildren, are protected from future bad developments and that development from this time forward considers the future of our world.

A comprehensive Rozor document is an important step in ensuring that protection.

Thank you for your time.

Sincerely,

Jacquie Kubin Szadkowski

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